

NEW YORK HERALD

BROADWAY AND ANN STREET.

JAMES GORDON BENNETT
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Volume XXXIX.....No. 339

AMUSEMENTS TO-NIGHT.

PARK THEATRE.
Broadway, between Twenty-first and Twenty-second
streets.—GILFILLAN, at 8 P. M.; closes at 10:30 P. M.
Mr. John T. Raymond.THEATRE COMIQUE.
No. 214 Broadway.—VARIETY, at 8 P. M.; closes at 10:30
P. M.BOOTH'S THEATRE.
corner Twenty-third street and Sixth avenue.—RIP VAN
WINKLE, at 8 P. M.; closes at 10:30 P. M. Mr. Jefferson.ROMAN HIPPODROME.
Twenty-sixth street and Fourth avenue.—Afternoon and
evening, at 2 and 8.WALLACK'S THEATRE.
Broadway, between Third and Fourth streets.—at 8 P. M.; closes
at 10:30 P. M. Mr. H. H. Russell.NIBLO'S GARDEN.
Broadway, between Prince and Houston streets.—
METAMORPH, at 8 P. M.BROOKLYN ATHLETIC.
BEGONE DULL CARE. Mr. Frederick Macosabe.FIFTH AVENUE THEATRE.
Twenty-eighth street and Broadway.—THE HEART OF
MID-LUTHERAN, at 8 P. M.; closes at 10:30 P. M. Miss
Fanny Davenport, Mr. Fisher.ROBINSON HALL.
Sixteenth street, between Broadway and Fifth avenue.—
Variety, at 8 P. M.BRYANT'S OPERA HOUSE.
West Twenty-third street, near Sixth avenue.—NEGRO
MINSTRELS, at 8 P. M.; closes at 10 P. M. Dan
Brant.STREET THEATRE.
Bowery.—DIT FLEDERMAUS. Lily Mayr.TONY PASTORS' OPERA HOUSE.
No. 201 Bowery.—VARIETY, at 8 P. M.; closes at 10 P. M.SAN FRANCISCO MINSTRELS.
Broadway, corner of Twenty-ninth street.—NEGRO
MINSTRELS, at 8 P. M.; closes at 10 P. M.MRS. CONWAY'S BROOKLYN THEATRE.
THE HUNCHBACK, at 8 P. M. Miss Clara Morris.GLOBE THEATRE.
Broadway.—VARIETY, at 8 P. M.; closes at 10:30 P. M.LYCUM THEATRE.
Fourth street and Sixth avenue.—LA FILLE DE
MADAME ANTOINETTE, at 8 P. M.; closes at 10:30 P. M. Miss
Emily Solange.GERMANIA THEATRE.
Fourth street.—ULTIMO, at 8 P. M.WOOD'S MUSEUM.
Broadway, corner of Third street.—ROUND THE
CLOCK, at 8 P. M.; closes at 10:30 P. M.METROPOLITAN THEATRE.
No. 255 Broadway.—VARIETY, at 8 P. M.; closes at 10:30
P. M.OLYMPIC THEATRE.
No. 254 Broadway.—VARIETY, at 8 P. M.; closes at 10:30
P. M.GRAND OPERA HOUSE.
Twenty-third street and Fifth avenue.—THE BLACK
CROOK, at 8 P. M.; closes at 11 P. M.

TRIPLE SHEET.

New York, Tuesday, Nov. 24, 1874.

From our reports this morning the probabilities
are that the weather to-day will be clearing
and colder.WALL STREET YESTERDAY.—Gold advanced
to 111½. Stocks were comparatively firm.THE ITALIAN PARLIAMENT was formally
opened by the King yesterday.ANOTHER RAILROAD COLLISION happened on
the Pennsylvania road at Elizabeth, N. J.,
yesterday, but fortunately there was no loss
of life. There have been too many such
accidents of late.THE TERRIBLE STORY of a young emigrant
girl's life on Blackwell's Island, and the out-
rages committed by an orderly employed
there, are told in our columns to-day. It is
as romantic as a novel, but, unfortunately,
more true.THE CIVIL SERVICE REFORM attempted in
Texas in the removal of certain office-holders
not being satisfactory to the republicans of
the State, some of the removed parties have
been reinstated, and the warring-out experi-
ment undertaken has been abandoned. Such
is the civil service reform of the present ad-
ministration.A HERALD CORRESPONDENT ARRESTED IN
SPAIN.—The Spanish news is interesting to-
day, independently of that which relates to
the Virginian claims, and one of the most
painful reports is that of the arrest of the
special correspondent of the Herald and his
imprisonment by the republicans. No cause
for this arbitrary act is given, but it is no
doubt utterly unjustifiable, and, if the un-
confirmed rumor be true, we trust soon to hear
of his liberation by the Madrid authorities.HELL GATE UNBARRER.—We publish to-day
the annual report of General Newton upon
the great engineering work at Hell Gate
which he has so successfully conducted.
Every one will be glad to know that the re-
moval of the obstructions to our harbor has
been nearly finished, and that the expense has
been only one-third of the estimated cost is
an additional reason why Congress should
promptly make the appropriations required
to complete the task. This interesting report
is accompanied in our columns by a map of
Hell Gate, with a plan of the excavations.THE INDIAN WAR.—General MacKenzie has
been very successful in his operations against
the Indians in Texas, and his most recent
victories are recounted to-day in our de-
spatches from his camp. From Washington
we have the report of an invasion of the Black
Hill country by miners who are
threatened by the Indians. This viola-
tion of the laws by the whites requires
the interference of the government. The
onus of the Indians of the Red Cloud
Agency has been effected, much to their
regret, as they appear to have superstitious
beliefs to the number of the tribes.

New York and the Western Grain Trade.

So far as relates to the commercial supremacy of New York, now supposed to be threatened, the question of cheap transportation divides itself into two heads—terminal facilities for storing and handling grain at this port and rates of freight on the railroads connecting the Atlantic seaboard with the West. The first of these heads, though of more immediate local interest, we will not discuss at this time, preferring to wait a few days until the organization begun at the Chamber of Commerce on Friday is completed and has had an opportunity to set forth its policy. The parties to the new association are so respectable and of so representative a character that its proceedings will be watched with lively interest, not only here, but throughout the West and among the rival Atlantic cities that aspire to take away our trade. This association consists of deputies from the various bodies representing the trade of the city in its different branches and aspects, including the Chamber of Commerce, the common representation of them all; the Cotton Exchange, Produce Exchange, Butter and Cheese Exchange, Importers and Grocers' Board of Trade, and the Cheap Transportation Association. A combination of these influential organizations affords reasonable hope that this great subject is at last to be taken hold of in earnest, and that measures for retaining the Western trade will be prosecuted with vigor. The new association represents heavy capital, and will be powerful enough to accomplish every object on which its members may agree. Improved docks, warehouses, elevators and conveniences of every kind for expediting and cheapening the transshipment of grain and other products at this port come within the scope of its plans, and we trust it will soon present propositions definite enough for particular discussion by the press. It is so manifestly for the interest of this city to attract business by offering every kind of local convenience that the boldest policy on this subject is the best, and we trust the new organization will not proceed with halting steps or stop at half-way measures.

But reserving the great question of local improvements we call attention now to the comparative cheapness of the several routes of transportation between the West and the seaboard, apart from the cost of delivery and transfer at the Atlantic ports. Now that New York is awakening from its lethargy it can certainly provide cheaper terminal conveniences than exist in other cities, because steam elevators and other appliances for handling grain are profitable in proportion to the amount of business they do, and if the foreign grain trade can be practically monopolized by New York we can do the business more cheaply than rival cities, on the same principle that a wholesale trade can be transacted at a smaller rate of profits than a retail trade. This part of the problem will solve itself when our mercantile community is once thoroughly aroused to its importance. But the strictly transportation part of the problem is not so entirely within local control. We cannot, for example, shorten the distance between Chicago and New York, or between St. Louis and New York, and make it no greater than the distance between those places and Baltimore. This advantage, of which Baltimore cannot be deprived, must be offset by other advantages offered by New York, of which cheapness of local transfer is one of the principal.

The Baltimore and Ohio road, since the recent completion of its Western connections, is a much shorter route to tide water than any of the roads terminating at New York. From St. Louis to Baltimore, since the completion of the new cut-off, is only 919 miles, while from St. Louis to New York is 1,050 miles by the Pennsylvania Central and still further by the Erie or New York Central. From Chicago to Baltimore is only 815 miles, but from Chicago to New York is 899 miles by the Pennsylvania Central—the shortest of all the routes. But there is some compensation for greater distance in easier grades, especially by the New York Central, which climbs no mountains, and has, with its connections, a nearly level roadway from Chicago to the sea. New York has another advantage for the foreign grain trade in its greater nearness to Liverpool and the abundance of the shipping plying between it and European ports. But, on the other hand, the Baltimore and Ohio road has always been under excellent management, has never watered its stock, and is under a necessity of earning interest on but a small amount of capital as compared with its rival roads. Its capital stock and debt together amount to only \$45,772,864, against \$111,290,259 for the Pennsylvania Central, \$117,153,833 for the New York Central and \$126,456,062 for the Erie. It is an obvious consequence of these figures that the Baltimore and Ohio can underbid its rivals in freights, and yet pay larger dividends on its stock.

The countervailing advantages by which this difference of distance, debt and stock are to be met are more than sufficient to balance them if New York will furnish cheaper facilities for storage and transshipment. We have already referred to the easier grade of the New York Central, whose route lies through the depression in the great mountain range which runs parallel to the Atlantic coast. It has a still greater advantage during the season of lake navigation. In spite of the circuitous route through the great lakes, transportation of grain by water from Chicago to Buffalo is altogether cheaper than transportation by rail, and between Lake Erie and tide-water the distance is shorter to New York than to Baltimore. But the foresight and sagacity of Commodore Vanderbilt are providing a new advantage which will render successful rivalry with New York hopeless, provided the city itself does not fall short in terminal facilities. We, of course, refer to the new double freight track between Buffalo and Albany, which already approaches completion, between Albany and Rochester. This is the first experiment in this country, out of the coal regions, of a double track railroad devoted exclusively to freight, and unless the result should set all calculations at defiance the saving in the cost of transportation will be immense. The New York Central road will have its present double track for freight as well as passengers, with the addition of two tracks on which freight trains can move continuously in such numbers that they may follow close upon one another without ever losing any time in stoppages for passenger

trains, or ever being compelled to augment their speed and increase the wear and tear of tracks and rolling stock to reach the points of meeting in time. When this great work is completed the cost of transporting grain by rail from Buffalo to New York will be less than seven cents a bushel. At least three the amount of freight can be moved over these new double tracks as over the present tracks of the New York Central. Of course so shrewd a man as Commodore Vanderbilt has not constructed this gigantic work in the expectation that it will be idle, and when it is finished the New York Central will have the ability to carry as much freight between the great lakes and the seaboard as all the existing lines put together. But the colossal business which these double freight tracks will do cannot possibly go to Baltimore or Philadelphia or Montreal, and only a small fraction of it to Boston. So that, if Vanderbilt and the Central directors have not made a stupendous miscalculation, New York is in no permanent danger of losing the grain trade unless the city should fail to supply cheap facilities for the transfer of freight to ocean-going ships.

A Dangerous Inland Cyclone.

The prevailing storm has been one of the most violent gales of the autumn, and, we fear, has been prolific of disaster. It was reported in the Sunday evening bulletins, and the lake ports were then warned of the violent winds which yesterday swept the waters of our inland seas. Judging from the published telegraphic reports this tempest has extended its cyclonic disturbance over the whole lake country and the region east of the Mississippi River. Heavy rains have fallen, and, no doubt, these will go far toward compensating for the long and desolating droughts of the summer and fall. This storm comes at a time when heavy deluging rains and terrific typhoons have been visiting other parts of the earth, and we shall be anxious to hear the full extent of its destruction. Fortunately the lakes were forewarned of its approach, as also were our Atlantic seaports, in time for the mariner to prepare for the danger. Indeed, as we suggested last week, the snow storm was the harbinger of the storminess that we are now experiencing.

The progress of the present gale seems to have been from west to east along the lakes, and this progressive sweep over our Atlantic seaboard needs to be carefully watched by every exposed seaman. It will, doubtless, be succeeded by heavy snows and the rough, biting blasts of winter.

The "Reform" Movement in the Police.

Mayor Havemeyer's Police Commissioners have not been marvels of official wisdom, neither have they been successful in improving the reputation of the important force over which they preside. Two of the earlier appointments were unfortunate enough to attract the attention of a Grand Jury and a criminal court. One expired officially last May, and was never missed from the department in which he had "blushed unseen" for two years. But whatever may be said as to the qualifications of the present members of the Commission, they certainly cannot be accused of a lack of Christian charity. Some of the police captains have long been suspected of having other interests than those which a guardian of the laws ought to have in the various illegal pursuits carried on in their precincts. The "percentages" of the profits of lotteries, games of chance, "bunko" and "badger" investments and the like, which have gone into uniform pockets, have been variously estimated, and there have been some slanderous rumors about—groundless, of course—that a portion of these percentages have found their way to Mulberry street. Perhaps it was owing to these scandalous insinuations that the Commissioners recently aroused themselves to the propriety of "doing something." As the winter is approaching it would have been a cruel act to have dismissed every offending captain from the force. Time was when a police officer, suspected of corrupt dealings with violators of the law, would have been summarily dealt with. But these are the days of kind-hearted politicians as heads of departments, and not of mere official martinets. So the Police Commissioners contented themselves with shifting the several captains into different precincts. This shrewd movement, the Commissioners thought, would break up the "rings" in the tainted precincts without giving mortal offence to a number of influential captains with Aldermen, Assemblymen, Senators, shoulder-hitters and other powerful ward politicians at their backs.

The result of the changes in the precincts is now seen in a sudden raid on policy shops, gambling dens and bad houses. But the suspicion is excited that this raid is intended as a sort of notice to the violators of the law that they are now under new masters and must make new arrangements. It will probably cease as soon as matters are fixed up to the satisfaction of the new authorities, and then the gentlemen of fortune will be permitted to follow their pursuits as peacefully as they did before the new "reform" was carried out.

A DARK PAGE IN MORMONISM.

Many of our readers will remember the massacre of Arkansas emigrants at Mountain Meadows by Mormons disguised as Indians in 1857. The capture of Lee, the captain of that band of assassins, was made lately, and the full particulars of the infamous crime are supplied by our correspondent at Salt Lake City. Lee is a thorough polygamist, having had eighteen wives and sixty-two children, and his trial is likely to disclose some startling mysteries in the history of Mormonism.

RETIREMENT AT WASHINGTON.—The House Committee on Appropriations, in making up the annual appropriation bills for the ensuing fiscal year, stick to the policy of retrenchment; but, nevertheless, the legions of the lobby expect this time to be masters of the last opportunity for the outgoing mem-

The Settlement of the Virginian Claims.

The important news that the Spanish government has declared its willingness to settle the claims of the United States for the seizure of the steamship Virginian and the execution of its crew upon the same basis upon which the British claims were admitted is announced to-day in a special despatch from our correspondent at Madrid. A willingness to settle is, we presume, equivalent to a settlement, and the mere payment of damages by Spain is secondary to her acknowledgment of the principle involved.

The Virginian, a vessel sailing under the American flag, was captured off the Jamaica coast October 31, 1873, more than a year ago, by the Spanish gunboat Tornado, and taken into the port of Santiago de Cuba. On November 4, before the American government was informed of the capture, General Ryan and other leaders were executed as "traitors and insurgent chiefs," by order of the infamous Spanish General Burriel. This cowardly act was followed on November 7 by the shooting of Captain Fry and thirty-six others of the crew and passengers. These executions were ordered after mock trials, and no protests or appeals for mercy or for delay were heeded by the Spanish butchers. The news of these massacres, which was first published in the Herald of November 6, created the most intense excitement in the United States. The American people felt that their national honor had been deliberately insulted, that their brethren had been murdered, and with one voice demanded immediate reparation. The history of that event is fresh in the memory of the public and need not be repeated in detail here. It will be remembered how the United States government, slowly and with deliberation that distressed and humiliated the nation, applied to Spain for redress, and with what reluctance and haughtiness Spain admitted the possibility that she might be in the wrong. The Herald expressed the feeling and the thought of the American people when it said, November 16, 1873, that the capture of the Virginian was "in violation of international law and treaty obligations, and that the wholesale butchery of fifty-six of her passengers and crew was, under any circumstances, a brutal murder." It added that the massacre was "designedly an insult to the United States as well as an act of blood-thirsty vengeance against the Cubans." As such it will be registered in history, and with it, unfortunately, will be the record of the unpardonable inactivity and timidity of the United States government.

The negotiations in the Virginian affair were disgraceful and un-American from the first. It will be remembered that even in the treaty it was agreed that if the two countries could not agree upon a settlement the whole matter was to be submitted to arbitration. The principle of arbitration is a good one both as regards the differences of individuals and nations, but it can be carried to a dangerous extreme. There are situations in which a nation cannot refer its wrongs to an arbiter, but must announce itself the custodian of its own dignity and honor. But the administration at Washington trifled with its duty, and the country has not yet forgiven the failure to assert the rights of American citizenship.

More than a year has passed since the massacre, and now we learn that we are to be indemnified on the same basis as England has been. This is itself a disgrace. England was not primarily interested in the matter. On the Virginian a few British subjects were seized, and they were shot with the rest. But the ship did not sail under British colors but under American; the insult was not aimed at England but at America. Yet England did not consent to wait upon the slow movements of our government, but demanded redress in her own right, without reference to American wrongs. She enforced this demand with an energy which speedily brought the ruling powers at Madrid to terms, and refused to recognize the present government of Spain until all the claims had been admitted. This admission was first published in our special despatches from London on the 15th of last October. We then said that the Virginian massacre was "directly and peculiarly our affair and only remotely and indirectly the affair of the British government. If there were any just order of precedence in making reparation for the injury our claim should have been pressed with most vigor and paid with most promptitude, because we were the party whose honor was most deeply involved and whose right to redress was the most incontestable." But, finally, when Spain, after long delay, expresses her willingness to settle the American claims, she does so upon the principles which England asserted, and we owe to that country and not to our own government the act of tardy justice. The settlement of the Virginian claims is by no means a triumph for the administration. It is the result of a long series of discreditable negotiations, and the best we can do is to accept the award and boast as little as possible over the little glory that comes with it.

The Indians of the Plains—Their Proposed Removal.

Friend Gibson, Agent of the Osage and Kaw Indians, in his report to the Indian Bureau, recommends that all the country west of the ninety-eighth meridian be thrown open to white settlement, and that the wild tribes now there be moved into the Indian Territory east of said meridian. He argues that the Great Plains are unfit for civilizing purposes, and that they should be opened to settlement by the whites, and "not reserved, as at present, for a vast buffalo range and Indian hunting ground." Friend Gibson's suggestions, we have no doubt, will meet the approval of the President. The gathering of all the Indian tribes east of the Rocky Mountains into the Indian Territory, and all the tribes west of that range into a common reservation, say in California, would at once be a settlement of the Indian question and a saving to the government of many millions of dollars a year now appropriated for the army required to keep the wild tribes in order, to feed and clothe them, and to meet the demands of expensive Indian agents and contractors. But as the settlement suggested is too heavy an undertaking for the coming short session of this Congress the subject will doubtless go over to the democratic House of Representatives of the next Congress, with the currency question, the tariff and other questions that have proved too much for the republicans.

Scientific Dust in Unscientific Eyes.

One of the striking features of the war between science and Scripture, which has broken out with fresh vigor since Professor Tyndall's late speech at Belfast, is the mixed fight it has started in the ranks of science itself. Nowhere is this latter contest more angry just now than in England; and, while the masses of science, herd-like, follow their leader, a few vigorous and able pens are busy wiping away the stigma cast on true science by its professed representative.

One of these writers, the English geologist Malet, in a recent review of evolution in its geological aspects, has struck some damaging blows at the new speculation which will require much skill to parry. Last winter, our readers will remember, the eminent British astronomer, Professor Proctor, avowed his belief that the solar system was not a creation, but was a birth or aggregation of cosmic dust, and he went so far as to assert that this theory was well nigh demonstrated. The attempt to throw scientific dust into unscientific eyes, whether consciously or unintentionally made, we took occasion to rebuke in courteous terms, which elicited a qualified retraction from the renowned lecturer. It seems, however, that a similar effort has since been made in Professor Proctor's own country by a popular scientist, in the Geological Magazine, claiming the "discovery of the continuity of matter throughout the universe." According to this hypothesis the chemistry of all the meteorites yield only those elements which we know to exist on the earth, and, therefore, we must conclude that the most remote realms of stellar space contain only a repetition of terrestrial substances. The theorist goes so far as to contend that the great continental areas were built up and outward by the sedimentary deposits, resulting from the deposition of meteoric matter showered down from exploding or crumbling stars, and accumulating in the great submarine synclinal parallel to the coast.

To this view, so ingeniously maintained, Mr. Malet replies that the great sedimentary deposits do not settle down on the submarine synclinals any more than the loess settle down on the sides of the wine cask. The slopes parallel to the coast are the arenas where the last process takes place in triturating the silicious rocks; they are rolled and battered and pulverized, and the earthy solutions transported by the waves' action till the waters, finding a resting place, deposit them on the flat, not on the sloping parts of the seabed.

It matters, however, very little what disposition the contending disputants of science may make of the meteoric rocks. Unscientific men may not be able to follow hypothetical discussions, but they can sometimes distinguish between hypothesis and fact; and it is needless to say that when they find dust thrown in their eyes science will fare the worse for it. The clews which philosophers have so often attempted to follow, from the known to the mysterious, have proved threads of sand that break at touch and will not guide them in the maze. In the recent attempts to overthrow and get rid of Scripture the eminent evolutionists of England have done themselves and science incalculable injury, while their weapons of air have not broken the sacred oracles. Cosmogony and reason have been united so long and so intimately, the great religious doctrines of the world have been and are so closely connected with us for good or for evil, that, as Mr. Malet says, "we are not prepared to get rid of one of the gods and demons denounced by Professor Tyndall." If, as Professor Tyndall himself well says, "Science demands the radical extirpation of caprice," let her begin at home and with her own distinguished votaries. Failing in this stern duty she must rapidly degenerate, exposing herself to a withering satire recently uttered—

But even as Milton's demons, promiscuously,
When they had set their Maker at defiance,
Still "found no end, in wandering mazes lost,"
So is it with our modern men of science.

The King of Darfour.

Men die and "pass away," as the phrase fancier would have it. Among those who have paid the final debt is a picturesque personage little known here, but powerfully felt in Africa, the King of Darfour. A Constantinople despatch lately told a brief story which has a certain significance when we come to consider the leading problems in African exploration. One of the scourges of mankind is gone, and this is the language of his taking off as told by the telegraphic correspondent—

An Arabic paper says a force of Egyptians has captured Darfour, Africa, and killed the Sultan.

To capture Darfour has been the ambition of many men equally endowed with courage and coolness. In the beginning of the present century a plucky adventurer penetrated the oasis which has been the virgin fortress to travellers, as Thibet has been to all men, except Hue, who went there and did little, but made a considerable reputation by his boldness and enterprise. This oasis, Darfour, in the centre of the Mohammedan belt which stretches across Equatorial Africa, has been the Gibraltar of the explorer; that is, the explorer, moving from whatever direction, has always found Darfour the "lee shore." The Darfourians have been not so much at fault in this matter as their late lamented King, "El Hassien, Prince of All Believers, Luminary of God, Son of Abduharman, Descendant of my forefathers, whose tombs are pure;" and this is the man who is dead. Blind, laid up on a bed of perpetual suffering, and yet having a mysterious hold upon his followers, he sought to become in Equatorial Africa the chieftain of the blacks, who are notoriously the most bigoted of mankind. The Mussulmans, who have a regard for their religion equal to the enthusiasm which any other sect has ever displayed, perceived that Darfour was the geographical centre from which they could propagate the religion of the Prophet. They consequently made of Darfour the stumbling block of the explorer—the unscaled peak of the mountaineer. No man had a sublimer faculty to sustain that idea than the blind King, now dead. He hated the white man; he believed that the world was bounded by the outer foliage of his oasis; he determined that no one should visit him and go away without believing in the prophet. Hence when Dr. Curry, a French scientist, was sent for by this imperial man to go and cure him of such an unkindly disease as sore eyes the Doctor went instantly, and took his only son from Cairo, Egypt.

into Central Africa, a distance of twenty-five hundred miles. The Doctor carried out his instructions as an oculist, served his imperial master, and was thereafter informed that he must embrace the religion of the "Prince of all Believers." As a matter of policy he consented. Five days after he had surrendered the faith of his fathers he was killed by King Hassien, "because he might renounce the faith of the prophet of prophets." Such a man was this late King of Darfour. His demise, however sudden, however violent, is a blessing to mankind. For many years he stood a barricade between barbarism and civilization, causing the death of numerous men who would pass between these equally recalcitrant adversaries. That he is gone we may all be thankful; that Darfour is acquired to the domains of the Viceroys is the harbinger of a better future for the countries surrounding the sources of the Nile.

Dr. Fulton on Theatres.

Dr. Fulton seems resolved to out-Thalmage Thalmage in his denunciation of theatrical performances. To read his fulminations must fill the frequenter of theatres, who is not thoroughly hardened, with terror and despair. How little do the reputable citizens of New York, who flock to Wallack's, Booth's and Daly's dream of the dangers they encounter! They may sit in the elegantly fitted boxes, with fashion and beauty around them, and think themselves safe in innocent enjoyment; but Dr. Fulton assures them that "the air is poisoned," and that their thoughts are "vile, pernicious and degrading." The Academy of Music is a beautiful house, yet Dr. Fulton describes it as the stream wherein "those who plunge themselves do straight forget their God and curse themselves and die." Everything is false, sensational and exaggerated in a theatre, according to Dr. Fulton, who evidently preaches from a pulpit where falsehood, sensationalism and exaggeration are unknown. But one argument used by Dr. Fulton is unanswerable. "Could you invite Christ to go with you to a theatre?" he asks. Certainly not; but it would be well if we could invite Christ to go with us into certain church pulpits, for then we might learn a lesson of Christian charity toward all mankind.

PERSONAL INTELLIGENCE.

Thalmage is a clerical George Francis Train, with Train's wit left out.
Beecher preaches well on "the fall of man." He knows how it is himself.
Mr. J. H. B. Latrobe, of Baltimore, is stopping at the Fifth Avenue Hotel.
The Pope's bull against the comet—his letter protesting against Tyndall.
Mr. C. B. Ives, the sculptor, is among the latest arrivals at the Westminster Hotel.
Ex-Chief Justice O. A. Lochrane, of Georgia, is quartered at the Starvane Hotel.
Ex-Governor William Bigler, of Pennsylvania, is staying at the St. Nicholas Hotel.
Mr. Bartholdi, French Minister at Washington, has apartments at the Brevoort House.
Blauqui, member of the Paris Commune, is reported by cable dangerously ill in prison.
Rochester and Pain have been sentenced in contumacia to a year of close confinement.
Congressman H. H. Hathorn, of Saratoga, has taken up his residence at the Gileay House.
Rev. Dr. W. C. Cartell, President of Lafayette College, is residing at the St. Nicholas Hotel.
Congressman John O. Whitehouse, of Poughkeepsie, is sojourning at the Albemarle Hotel.
Congressman-elect Chester W. Chapin, of Springfield, Mass., arrived last evening at the Fifth Avenue Hotel.
General William T. Sherman was in New Haven yesterday visiting his son, who is a student in Yale College.
Mme. Astie, of Paris, has passed the preliminary examination at the Sorbonne, and is entered as a student of medicine.
Captain Gore Jones, Naval Attaché of the British Legation, arrived from Washington yesterday and is at the Clarendon Hotel.
Don Carlos has decorated many of his friends in France, but French decorations are not recognized by the French government the wearers will be disciplined.
Mr. Nathan Chance, United States Consul at Nassau, arrived in this city yesterday, and is at the Fifth Avenue Hotel. Mr. Chance will shortly return to his post, and intends to remain there a portion of his time hereafter.
There are sulphur springs at the Buttes Chaumonts, which the poor people there use for baths, and it is proposed to fit it up as a fashionable resort. It would be a fine notion for Paris to organize a bath like those they had at Rome.
Nestor Roqueplan said there were three kinds of Bohemians in Paris—those who said lend me five francs, those who said lend me five louis, and those who said on the bounce give me 5,000fr., I have some important news that will send things higher than a kite.
Rev. Dr. Miner, who resigned the pastorate of the Second Church in Boston, some time since to give his entire attention to the Presidency of Tuft College, has returned to the church on a salary of \$5,000, and will resign the Presidency of the College.
M. Delisse Enxraud, the Bonapartist just elected in France, owes his success to the fact that he received the votes of 18,000 legitimists, who in a previous poll voted for M. Jourjies de Ligne, and he secured these votes by a pledge to support the temporal power of the Pope.
Clement Duvernois' prospect is not cheerful. He was engaged in a great financial enterprise—the organization of a Spanish Land Bank. To investors it proved a sand bank, and in France they treat these things as windmills. So the ex-Minister and keen editor may go to prison.
The infant son of the Duke of Edinburgh was baptized yesterday, receiving the name of Albert Alexander Alfred Ernest William. The sponsors were Queen Victoria and William, the Emperor of Russia, the Emperor of Germany, the German Emperor, represented by the Duke of Connaught; the Prince of Wales, the Crown Prince of Germany and the Duke of Saxe-Coburg.
It is estimated that the French government loses \$50,000 a year of its revenue in one department by the second use or stamped paper from which the writing made when the stamped paper was bought is washed by chemical processes. It has now bought the secret of an indelible ink.
Among the effects of a gentleman who recently died in Paris, and whose effects were sold at public auction, there was a mummy, understood to be the mortal remains of a very distinguished person of the thirty-second Egyptian dynasty. It is an error, therefore, to say that "the paths of glory lead but to the grave."
Among other things against Armin, the inspired press in Germany and Austria, he utilized the knowledge obtained diplomatically in operations on the Bourse. Von Armin said in answer that he could eat on Holy Friday without any all the meat that could be bought with money gained by him in such transactions.
An illustration of the propagation of error.—On the coast of Normandy a ship of the Spanish Armada, named the Salvador, went to pieces on a rock, and the people thereafter named the rock the Salvador. It was proposed to give the department the same name, but the name sent from Normandy to Paris was badly written and was misread Calcedons, and that name was given by law.
The city of Paris is publishing its own history at its own expense, and the issue has reached "The Mayoralty of Stephen Marcel," but at the request of the government the Prefect of the Seine has stopped the publication for the present. They do not want the attention of the public especially called just now to that study flag for freedom. They conceal their fear of a great example.